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COAST GUARD

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COAST GUARD NOW MAINTAINS PACIFIC OCEAN WEATHER OBSERVATION SHIPS

Operational control of three Pacific Ocean weather stations was assumed by the Coast Guard on April 15, seven frigates having recently been transferred from the Navy on a loan basis for this purpose. This weather observation service will be similar to the weather patrol which the Coast Guard has maintained in the Atlantic Ocean.

The vessels recently commissioned in the Coast Guard for the Pacific weather patrol are the following: *Brownsville* (PF-10), *Bangor* (PF-16), *Orange* (PF-43), *Corpus Christi* (PF-44), *Hutchinson* (PF-45), *Gladwyne* (PF-62), and *Moberly* (PF-63).

The Coast Guard's weather patrol of the North Atlantic was inaugurated in 1940, when two cutters took station in mid-Atlantic, for the purpose of serving as weather observation posts, for the systematic reporting of facts about the upper and lower air, as a means of facilitating the crossing of the Atlantic by aircraft. This weather observation service, authorized by President Roosevelt, consisted of the maintenance of two separate stations. The duties were shared by six cutters, each pair remaining on station for a period of 21 days.

The seven frigates assigned to Pacific weather patrol, and their permanent stations, are listed below:

U. S. S. *Bangor* (PF-16), San Francisco, Calif.

U. S. S. *Brownsville* (PF-10), San Francisco, Calif.

U. S. S. *Corpus Christi* (PF-44), San Francisco, Calif.

U. S. S. *Gladwyne* (PF-62), San Francisco, Calif.

U. S. S. *Hutchinson* (PF-45), San Francisco, Calif.

U. S. S. *Moberly* (PF-63), Honolulu, T. H.

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U. S. S. *Orange* (PF-43), Honolulu, T. H.

NEARLY 195,000 DEMOBILIZED BY THE COAST GUARD UP TO MAY 15

Total personnel demobilized by the Coast Guard had reached 194,933 on May 15. Of this number, 187,652 were enlisted personnel and 7,281 were commissioned personnel.

The average daily number of discharges of enlisted personnel for the week ending April 12 was 574; for the week ending April 26 was 530. The highest daily number of discharges during April was effected on 24 April when 711 enlisted persons were discharged.

REAR ADMIRAL L. T. CHALKER ASSISTANT COMMANDANT IS RETIRED

Rear Adm. Lloyd T. Chalker, who since 1942 has been assistant commandant of the Coast Guard, has been retired for age, completing his active service at headquarters on March 12.

Rear Adm. Chalker was born on December 4, 1883, in Mobile, Ala. He was appointed a cadet in the Coast Guard in September 1903, and received a commission as an ensign in October 1906. His first assignment as an ensign was to the cutter *Winona*, stationed at Mobile, Ala. After promotion through the various ranks and grades he became a captain in June 1935.

The service record of Rear Adm. Chalker includes 19 years of sea duty both north and south of Cape Hatteras, in the Arctic, Bering Sea, and Alaskan waters, and elsewhere on the Pacific. He served 11 years on special duty and 6 years on duty with aircraft ashore.

Among the units on which he served are the *Winona*, *Rush*, *Seminole*,

Seneca, *Onondaga*, and the U. S. S. *Minneapolis*, while that cruiser was engaged in convoy duty during World War I. He was navigator of the Navy transport *Von Steuben*. He commanded the cutters *Itasca*, *Modoc*, and *Saranac*, the destroyer *Ericson*, and the Army transport *Cantigny*.

His shore assignments have been many and his duties varied, including: Supervisor of Anchorage, Chicago, Ill.; recruiting duty, New York, N. Y.; purchasing officer, Coast Guard store, New York, N. Y.; executive officer, New York Division; Navy Yard, Philadelphia, Pa.; chief of staff, Florida Patrol Force; chief of staff, Destroyer Force, New London, Conn.; chief of personnel division, headquarters.

Following his tour of duty as chief of the personnel division at headquarters, Rear Adm. Chalker's career in the Service entered another phase, when in August 1934, he was detailed to the Naval Air Station, at Pensacola, Fla., for training in aircraft observer duties in order that he might qualify for administrative duties in the aviation section of the Coast Guard. Upon completion of the course he was placed in command of the Coast Guard Air Station at Miami, Fla. In June 1935, he was ordered to headquarters as the chief of the aviation division of the Coast Guard, which position he held until April 1940, when he was appointed to the position of assistant chief of operations, a post he vacated to become assistant commandant.

FIVE HIGH RANKING HEAD- QUARTERS OFFICERS ARE RETIRED FOR AGE

Five high-ranking officers of the Coast Guard, about to be retired for age, were tendered a luncheon by headquarters personnel on April 2. These officers were Rear Adm. Charles A. Park, USCG, Chief, Office of Operations; Commodore Frederick P. Dillon, USCG, Chief, Aids to Navigation Division; Capt. Chester H. Jones, USCG, former Chief, Auxiliary Division; Capt. Ralph R. Tinkham, USCG, Chief, Civil Engineering Division; and Capt. Irving L. Gill, USCG, Chief, Communications Engineering Division.

The speakers for the occasion were Rear Adm. Leroy Reinburg, USCG (retired), former Commandant of the Coast Guard Yard at Curtis Bay, Md.; and Capt. Norman C. Manyon, USCG, Aids to Navigation Officer of the Fifth Coast Guard District. Admiral Joseph F. Farley, Commandant of the Coast

Guard, praised each of the five officers on their long and meritorious performance of duty. Commodore Ellis Reed-Hill, Deputy Engineer-in-Chief, was the toastmaster.

REAR ADM. CHARLES A. PARK, USCG

Rear Adm. Charles Abraham Park, was born in 1882. He received his preliminary and high school education in New Lexington, Ohio, and then attended Ohio State University, from which he was graduated with a B. S. degree in civil engineering in 1907.

During the next year he was employed as a draftsman by the Land Office in Wyoming. From 1908 to 1911 he worked for the War Department as a civil engineer and supervisor of construction, also in Wyoming.

Joining the Lighthouse Service of the Department of Commerce in 1911, he spent the next 13 years in the Eleventh Lighthouse District in Detroit, Mich. During this time he served first as principal assistant to the inspector of the district, and later as principal assistant to the supervisor, having charge of all engineering work and assisting in general administration.

In 1924 he was appointed superintendent in charge of the Eleventh Lighthouse District. Radio aids to navigation being one of his prime interests, he played a prominent part in the introduction of such features on the Great Lakes at this time. In 1933 he became chief engineer of the Lighthouse Service, and in 1936 was appointed deputy commissioner of lighthouses. While serving in the latter position, he acted as principal assistant to the commissioner of lighthouses in the administration of the service.

When the Lighthouse Service was consolidated with the Coast Guard in 1939, he became the principal aids to navigation officer. His work in this capacity involved the coordination of all matters concerning operation, maintenance, extension, and improvement of the system of navigational aids. He resigned this position in November 1939 to accept a commission as a captain in the military branch of the Coast Guard. Until July 1942 when he became chief operations officer, he served as head of the aids to navigation division. He was promoted to the rank of rear admiral, as chief of the Operations Division in May 1943.

Rear Admiral Park is a member of the American Society of Civil Engineers, the Washington Society of Engineers, and Sigma Xi, honorary scientific society.

COMMODORE FREDERICK P. DILLON, USCG

Commodore Frederick Paul Dillon was born in 1883. He received his early education in Chicago, Ill., and continuing his education at the University of Illinois, he was graduated with a B. S. degree in civil engineering in 1906.

During the next 2 years he was employed as a surveyor and draftsman in the office of the county engineer, Pittsburgh, Pa. From August 1908 to December 1909, he was assistant civil engineer, Quartermaster Corps, U. S. Army, at Fort Slocum, N. Y., and then served until March of 1911 as civil engineer and superintendent of construction for the Quartermaster Corps at Fort Dade, Fla., and Fort Moultrie, S. C.

Entering the Lighthouse Service of the Department of Commerce in 1911, upon leaving service with the Army, he was appointed a district assistant superintendent of lighthouses with headquarters in Charleston, S. C. From January 1918 to September 1920, he served as assistant superintendent of lighthouses, with headquarters in Baltimore, Md. He was superintendent of the San Juan, P. R., lighthouse district from 1920 to 1927.

In January 1927, he left San Juan for an assignment as superintendent of lighthouses on general duty with headquarters in Washington, D. C. In August 1933, he was transferred to Detroit, Mich., as superintendent of that district, serving there until he was commissioned in the Coast Guard in 1939.

On December 1, 1939, he received a commission as a commander in the U. S. Coast Guard and was placed on duty in the 9th Coast Guard District, as assistant chief of staff in charge of operations. He was transferred to Coast Guard headquarters in July 1942 to become chief of the aids to navigation division. He was promoted to the rank of captain on December 1, 1942, and to the rank of commodore on October 1, 1944.

Commodore Dillon is a charter member of the Engineering Foundation, Detroit, Mich., and also holds membership in the American Society of Civil Engineers, the Engineering Society of Michigan, and the Washington Society of Engineering.

CAPT. CHESTER HARDY JONES, USCG

Capt. Chester Hardy Jones was born in Dorchester, Mass., on 14 February 1884. He was educated in the public schools of Somerville, Woburn and Norwood, Mass., following which he was a

student for 2 years at Tufts College, Medford, where he was a member of the class of 1907. He was appointed a cadet in the Service in 1905 and was commissioned ensign in 1908.

Captain Jones served on cutters in Atlantic waters for the following 10 years and in 1913 was stationed at Puerto Rico. During the first World War, he served on convoy duty and was aboard the *Yamacraw* when she made her last convoy trip from England to Gibraltar, where she arrived the day the armistice was signed.

From 1919 to 1921, Captain Jones was stationed at headquarters. In 1921 he was attached to the *Haida*, Seattle, and made three Bering Sea cruises. His first command was the *Apache* in 1925. He was also successively commanding officer of the *Mojave* and the *Sebago*. While commanding officer of the latter ship, he made three cadet practice cruises on her and was in command of the 1932 cadet practice squadron.

For several years Captain Jones supervised gunnery training of Boston, New York, and Norfolk Division cutters. He was appointed chief personnel officer in 1939 and assumed the post of chief director of the Coast Guard Auxiliary in 1943, holding this post until just prior to his retirement.

CAPT. RALPH R. TINKHAM, USCG

Capt. Ralph R. Tinkham was born in 1883 at Grand Ledge, Mich. He entered the Lighthouse Service as a structural draftsman in the eleventh lighthouse district at Detroit, Mich., in 1908, and in August 1911 he was appointed as assistant superintendent in that district. He later served in the third, eighth, sixteenth, seventeenth, and nineteenth lighthouse districts. Captain Tinkham has an usual record of service in lighthouse work, in six lighthouse districts, covering the Great Lakes, Gulf and East coasts, Alaska, Pacific coast, and Pacific Islands. From 1929 to 1935 he was superintendent of the seventeenth lighthouse district, comprising the coasts of Oregon and Washington, with headquarters at Portland, Oreg. After this assignment, Captain Tinkham was transferred to Washington, becoming chief engineer of the Lighthouse Service. He was commissioned in the Coast Guard in 1939, and assigned to the Civil Engineering Division.

During the war, as Chief of Civil Engineering Division, he personally directed the work of the Coast Guard Construction Detachments engaged on

Loran and other aids to navigation construction installations in the North Atlantic, Aleutians, and Central and Western Pacific.

Captain Tinkham is a life member of the American Society of Civil Engineers, a member of the Society of American Military Engineers, a past president of the Washington Society of Engineers, a member of the National Scientific Society of Sigma XI, and a member of the Cosmos Club.

CAPT. IRVING L. GILL, USCG

Capt. Irving L. Gill was born in Weathersfield, N. Y., April 17, 1888. He was educated at the University of Michigan, majoring in civil engineering. From 1907 to 1909 he was an office engineer, surveyor, inspector, and superintendent in charge of dredging, breakwater construction, and revetment work in the U. S. Army Engineers. From 1909 to 1911 he was in the Lighthouse Service as a field assistant engineer engaged in construction and repair work. After a break of 2 years in which he was in private industry as a superintendent of building construction for contractors, he returned to the Lighthouse Service and through 1929 was an assistant superintendent in charge of field construction and repair work. From 1929 through 1935 he was superintendent of the fourth (Philadelphia) and fifteenth (St. Louis) lighthouse districts successively. In 1935 he was transferred to Washington and appointed chief of the signal division of the Lighthouse Service. In 1939 at the time of consolidation of the Lighthouse Service with the Coast Guard, he was commissioned a commander in the Coast Guard, and subsequently served as chief of the radio engineering and later of the communications engineering divisions at headquarters.

During recent years, while specializing in signal work, he made notable contributions to sound transmission engineering and contributed papers to the Naval Architects and Marine Engineer's Society proceedings and to the Acoustical Society proceedings on this subject.

**COAST GUARD PERSONNEL
WILL REACH PEACETIME
LEVELS BY JULY 1**

The Commandant of the United States Coast Guard, Admiral Joseph F. Farley, USCG, has announced a reduction of Coast Guard military personnel on 30 June 1946, to peacetime allow-

ances in number and ranks of commissioned chief warrant and warrant officers and in ratings of enlisted personnel.

To keep within the number in each grade and each rating authorized on peacetime basis (subject to final approval of appropriations recommended by the Bureau of the Budget for the fiscal year 1947), the following reductions in ranks of commissioned officers of the regular service will be effected by retirements prior to 30 June or by reversion to lower ranks on 1 July, 1946.

Flag officers	from 40 to 25
Captains	from 137 to 100
Commanders	from 284 to 193
Lieutenant commanders	from 981 to 268
Lieutenants	from 1,447 to 457
Warrant officers	from 1,059 to 732

The commissioned personnel in service on active duty on 1 July 1946 is expected to total 2,397 officers composed of 962 regular officers, 748 temporarily promoted from chief warrant, warrant and enlisted grade and 687 Reserve officers of whom 467 are officers formerly with the Bureau of Marine Inspection.

At present there are 2,300 commissioned officers in service whose permanent status in the regular service is chief warrant, warrant and enlisted. The 748 of these officers who will retain temporary commissions, and Reserve officers to be retained, are being selected by a board composed of regular officers, officers temporarily promoted from chief warrant, warrant and enlisted, and Reserve officers.

**COAST GUARD LEAGUE TO BE
INDEPENDENT VETERANS
ORGANIZATION**

The Coast Guard League will have the status of an independent veterans' organization beginning July 1. This action has been authorized by Admiral Joseph F. Farley, Commandant of the Coast Guard, following recommendation of the district commanders and national officers of the League who attended a conference in Washington in April.

The Washington conference was presided over by Rear Adm. L. T. Chalker, the national commander. It was organized by Commander W. Helvestine, executive secretary, to consider plans for the launching of the organization as an independent veterans' group, to begin discussion of a national convention next fall, to further plans for publications,

and to discuss other matters of policy and organization as well as a program of activities for the League.

Although little more than a year old, the League has a nucleus of about 10,000 members and 106 chapters. With a potential membership of nearly a quarter million, the League expects to intensify its program for new members after the transition to an independent status on July 1. In addition to progress with membership and fellowship features, the district commanders reported effective work in helping discharged Coast Guardsmen secure employment, and some reported active interest of the chapters in community affairs, particularly maritime matters and safety of life and property at sea.

Attending the League conference were the following: Commander (T) R. P. Collins, League District Commander, First Coast Guard District, Boston, Mass.; Commander George D. Synon, USCG, League District Commander, Second Coast Guard District, St. Louis; Lt. Comdr. R. E. Tyrrel, League District Commander Third Coast Guard District, New York; Commander (T) Amos J. Peaslee, League District Commander, Fourth Coast Guard District, Philadelphia; Lt. (jg) (T) J. P. Henrie, League District Adjutant, Fourth Coast Guard District, Philadelphia; Capt. (T) G. A. Massenburg, League District Commander, Fifth Coast Guard District, Norfolk; Lt. Comdr. Louis A. Hanson, League District Commander, Fifth Coast Guard District, Wilmington, N. C.; Commander (T) William N. Mansfield, League District Commander, Seventh Coast Guard District, Miami; Commander R. Ridgely, USCG, League District Commander, Eighth Coast Guard District, New Orleans; Commander S. H. Clark, League District Commander, Ninth Coast Guard District, Chicago; Mr. Manuel Lopez (alternate for Commander Hartzell, League District Commander, Tenth Coast Guard District, San Juan, P. R.); Lt. Comdr. (T) R. R. Richey, League District Commander, Eleventh Coast Guard District, Long Beach, Calif.; Commander (T) William Horsley, League District Commander, Twelfth Coast Guard District, Seattle, Wash.; Lt. Comdr. (T) H. H. Wolfstone, League District Adjutant, Twelfth Coast Guard District, Seattle, Wash.; Chief Warrant (Bos'n) George Bradley, Washington Area League District Commander, Washington, D. C.; Admiral L. T. Chalker, National Commander; Capt. C. H. Jones, National Paymaster; Commodore Ellis Reed-Hill, National Director; Capt. A. C. Marts, National Director; Commander Helen B. Schle-

man, National Chief-of-Staff; and Commander William Helvestine, National Executive Secretary.

COAST GUARD TO MAKE TESTS OF COMMERCIAL RADAR EQUIPMENT

Radar apparatus manufactured since the end of hostilities for sale to commercial vessels and other non-Government users, is to be tested aboard Coast Guard cutters, in order that the Service may be fully cognizant of developments in this field. These sets are to be installed aboard selected cutters without disturbing existing radar equipment already on board, and are to be used by Coast Guard personnel whenever occasion offers. The results of these tests will be the subject of confidential reports to Coast Guard headquarters.

TWO MORE LAKES CLASS CUTTERS BEING RETURNED TO UNITED STATES BY GREAT BRITAIN

The arrival of H. M. S. *Gorleston* (formerly the *Itasca*) and H. M. S. *Totland* (formerly the *Cayuga*), expected soon, will mark the return of six of the Lakes class Coast Guard cutters which were transferred to Great Britain in 1941 under the terms of lend-lease. The *Gorleston* will be returned via COM 5 and the *Totland* via COM 1.

Ten of these cutters were transferred to the British for overseas duty and were immediately renamed, being given the names of well-known English coast guard stations, as follows:

C. G. C. <i>Saranac</i> ...	H. M. S. <i>Banff</i> .
C. G. C. <i>Tahoe</i>	H. M. S. <i>Fishguard</i> .
C. G. C.	
<i>Pontchartrain</i>	H. M. S. <i>Hartland</i> .
C. G. C. <i>Mendota</i>	H. M. S. <i>Culver</i> .
C. G. C. <i>Sebago</i>	H. M. S. <i>Walney</i> .
C. G. C. <i>Cayuga</i>	H. M. S. <i>Totland</i> .
C. G. C. <i>Champlain</i>	H. M. S. <i>Sennen</i> .
C. G. C. <i>Shoshone</i>	H. M. S. <i>Landguard</i> .
C. G. C. <i>Itasca</i>	H. M. S. <i>Gorleston</i> .
C. G. C. <i>Chelan</i>	H. M. S. <i>Lulworth</i> .

Of the 10 vessels, 3 were sunk. These were the H. M. S. *Culver*, H. M. S. *Hartland*, and the H. M. S. *Walney*. The others have been or will be returned to the Coast Guard.

LAST SESSION OF ACADEMY PREP SCHOOL COMING TO A CLOSE

The last class of the Coast Guard Academy Preparatory School at Groton, Conn., is now completing its studies.

These Academy Preparatory School classes were inaugurated in September 1943 to provide enlisted personnel of the Coast Guard with an opportunity to prepare for the Coast Guard Academy competitive examinations, which would lead to Academy training and eventual commissioning in the Coast Guard.

During 1944, 147 were qualified to take the Academy competitive examination; in 1945, 85 qualified; and in 1946, approximately 144 were qualified.

The present class consists partially of civilians because enough enlisted personnel of the proper age range were not available.

AMATEUR RADIO OPERATORS SOUGHT FOR AUXILIARY IN PUERTO RICO

Owners of amateur radio stations in the Tenth Coast Guard District comprising the waters of Puerto Rico and adjoining United States islands, are being urged to join the Coast Guard Auxiliary. The commander of this district, who is seeking these new members for the Auxiliary, has announced that it is planned to set up a radio network which would operate in conjunction with the visual storm warning service.

Auxiliarists having amateur radio apparatus would be very valuable in time of hurricane disaster, as these stations would assist in maintaining communications throughout the islands. During such disasters, most long-distance telephone lines are down and radio is the only practicable means of communication. Emergency service must sometimes be maintained for as much as 2 weeks.

FLOOD SEASON ON THE WESTERN RIVERS PASSES WITH LITTLE ACTIVITY

Two Coast Guard planes which had been temporarily detailed to flood relief work in the Second Coast Guard District, were returned to the Coast Guard Air Station, San Diego, Calif., their permanent station, one late in April and the other early in May, the flood season being over. During this 1946 season only two small and localized floods occurred upon the Western rivers, and the Coast Guard's flood relief forces were not called into action. The two planes temporarily assigned were used chiefly for the patrolling of water sheds and the noting of rainfall, snow, and other factors bearing on flood control. The planes assigned were the PBY-5A and the JRF-5.

AUXILIARY CONFERENCE CONSIDERS PLANS FOR PEACETIME SERVICES

A 3-day conference of directors of the Coast Guard Auxiliary and Auxiliary District commanding officers, for the purposes of planning and organizing a peacetime program, was held in Washington in March.

The conference was organized and directed by Capt. Chester A. Anderson, USCG, Chief Director, Coast Guard Auxiliary. Participating in the conference were all directors of Auxiliary Districts who are Coast Guard officers, and all district commanding officers, who are regular civilian members of the Auxiliary; also Capt. C. H. Jones, USCG, former Chief, Auxiliary Division.

Subjects on the agenda included: Features of distinctive uniforms and insignia, ranks and ratings; changes in administrative organization; problems of training and education; specific duties and activities; surplus equipment; and enrollment and disenrollment procedures.

Although many Auxiliary members voluntarily served in the Regular and Temporary Reserve during the war, the Auxiliary which is primarily a civilian organization is now being organized for peacetime activities as before the war. It is largely concerned with the promotion of safe operation of small boats and safety at sea in general. The present membership numbers about 25,000.

The Coast Guard Auxiliary was first organized in 1939 by act of Congress of the same year in response to recommendations by Admiral Waesche.

The Auxiliary was created in order to assist the Coast Guard in the language of the act:

- (1) To promote safety and to effect rescues on and over the high seas and on navigable waters;
- (2) To promote efficiency in the operation of motorboats and yachts;
- (3) To foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operations of motorboats and yachts; and
- (4) To facilitate other operations of the Coast Guard.

COAST GUARD OFFICERS RETAIN ELIGIBILITY FOR NAVY MUTUAL AID

The return of the Coast Guard to the Treasury Department has not altered the eligibility of officers of the service

to membership in the Navy Mutual Aid Association, according to a statement of Capt. B. M. Dobson (SC) USN, (retired) secretary and treasurer of the association. Navy Mutual Aid resumed the acceptance of new members in November of last year, after having closed its doors during the war when the assumption of new wartime risks might have bankrupt the organization. If you are a regular permanently commissioned or warrant officer of the Navy, Marine Corps, or Coast Guard on the active list, not over 45 years of age, or a midshipman of the Navy or a cadet of the Coast Guard, you are eligible for membership. The Navy Mutual Aid Association was organized in 1879 for the sole purpose of providing protection as near the actual net cost as possible and providing the dependents of its members with immediate financial aid and any other assistance practicable.

Admiral King, who is President of the Navy Mutual Aid Association, in a recent announcement, concluded by saying: "During the war, the Association reluctantly closed its membership to avoid the assumption of additional war risks. As a result of this action and good management the Association was able during the war to increase its assets from 7 to 14 million dollars and is today in excellent financial condition. It is now providing insurance and other services for over 8,000 officers of the Navy, Marine Corps, and Coast Guard."

LAW ASSOCIATIONS HEAR ABOUT COAST GUARD LEGAL WORK

Capt. Kenneth S. Harrison, Chief Counsel, U. S. Coast Guard, spoke before the Military and Naval Law Committee of the American Bar Association and the Federal Bar Association in Washington, D. C., on April 24, outlining Coast Guard legal work, particularly that having to do with the Marine Inspection function.

Captain Harrison referred to the 155-year history of the Coast Guard and explained how its present activities were the result of an evolutionary integration of several services which "had a natural affinity for one another." "Their consolidation into the Coast Guard was a logical step toward coordinated and more effective administration." A description of each of the 3 major functions of law enforcement, maritime safety and military readiness was given. It was pointed

out also that the Coast Guard grew from a strength of some 15,000 to a wartime force of 175,000. The consequent legal problems were complex, particularly those problems pertaining to Navy military discipline, the port security program, and the marine inspection and investigatory functions which were transferred to the Coast Guard in 1942. Excerpts of comments made regarding these latter functions are quoted herewith.

MARINE INSPECTION

"One of the most important of the maritime safety activities of the Coast Guard is its administration of laws and regulations relating to the inspection of merchant vessels and their safety equipment, as well as the licensing and certification of their officers and crews."

"The Executive order which effected the transfer of certain functions from the Department of Commerce provided for no delegation of authority specifically. Thus, we were confronted at the outset whether the Commandant could delegate and to what extent. Considering the obvious impossibility of any theory that the Commandant could not delegate, it was concluded that the authority to do so existed by implication. No question has since been raised regarding it particularly for the reason, under the law, an appeal on any decision made by local officers affecting the interests of a private individual or company lies to the Director of the Bureau and to the Secretary of Commerce, or, as it is now, to the Commandant."

"The marine inspection laws had their beginning during the early part of the nineteenth century with the advent of the steamboat. From that time until the present, many laws have been enacted piecemeal, with little or no logical treatment. Many of these laws are outmoded, difficult to understand and even have led to expressions of the Attorney General that it is difficult to reconcile some of them with others. A number of the statutes are set forth in meticulous detail, while others give broad general authority."

"After the waiver authority was secured, it was the practice to submit waivers to the Secretary of the Navy for signature, but it soon developed that the delay incident to this action was holding up the movement of vessels and interfering with convoy arrangements. Something had to be done to speed action. A plan was devised and put into effect whereby the Secretary waived all of the marine inspection laws, based upon his finding that such action was

necessary in the war effort, but conditioned that such waiver would not be placed into effect unless the Commandant, or field Coast Guard officers designated by him, made a further finding that the placing into effect of the waiver with respect to a particular law or regulation was essential. Under this authority, the Commandant reserved unto himself the determination in cases of the application of the waiver to cover general situations, namely, those applying to various classes or types of ships, and delegated to field officers, with a tight control from headquarters, the power to make the determination in the case of an individual vessel. This plan worked very well, and expedited the essential movement of vessels very materially."

MERCHANT MARINE DISCIPLINE

"Another phase of the marine inspection work which involved the Legal Division was the adoption of a new system for maintaining discipline of merchant marine personnel, pursuant to section 4450, Revised Statutes. Under the system in effect in the Department of Commerce, disciplinary cases were heard by a board of three merchant marine inspectors who performed the functions of investigator, prosecutor, and adjudicator. Perhaps it is not quite fair to say that they performed duties as adjudicators, because, while the board made recommendations with its report, decision was made by the Bureau of Marine Inspection and Navigation who never heard the evidence. Usually a board was not convened until after a complaint had been filed with the inspector, then several days elapsed before the board began its investigation. In days of quick turn-around, it is obvious that that procedure meant that vessels had departed and witnesses had become scattered when action was commenced. It was a cumbersome and totally inadequate system to meet wartime conditions."

"In our exploratory study we carefully reviewed the criticism of BMIN procedures contained in the report of the Attorney General's Committee on Administrative Procedure in 1940, Senate Document No. 8. We examined the general recommendations of that Committee on Administrative Procedure, and also reviewed the recommendations made by the American Bar Association in its study which led to the Walter-Logan bill. We made comparisons with the systems set up by statute for other agencies. The present disciplinary

system of Hearing Units and Hearing Details is the result of our studies."

"From a brief glance at our new system, you can see that we have separated the functions of investigator, prosecutor, and judge. The man who hears the evidence makes the decision and imposes sentences. There is provision for reasonable notice, safeguards for a fair hearing, and the right to appeal. Furthermore, the boarding technique enables us to hear the case when the witnesses are present and without interfering with the ship's turn-around."

RULE MAKING

"Since the administration of the marine inspection laws involves extensive rule and regulation-making duties affecting the shipping industry, a forum for consultation and discussion with the industry's representatives was set up and is known as the Coast Guard Merchant Marine Council. This body is made up of the chief officers of the Coast Guard charged with responsibility in connection with the merchant marine activities. It meets monthly and sometimes more often. Prior to the issuance of important new rules and regulations affecting the industry, it is the policy to provide for notice and open hearing before the Council. In this way, parties in interest can present their views to the Coast Guard officers concerned with their problems. At any time, any person in the maritime industry can petition for, and secure, a hearing with regard to his particular problems as affected by the existing rules and may request modification and amendments of the rules. The Chief Counsel of the Coast Guard is legal advisor to the Council, attends its meetings, and renders to the Council formal or informal opinions as legal questions arise or are presented.

INVESTIGATION OF CASUALTIES

"Another important marine inspection function consists of the investigation of merchant vessel casualties. Two types of investigations are conducted: First, informal or so-called preliminary investigations, which usually are made by one officer at the first opportunity after the happening of the event. The record of such investigation is usually submitted in the form of an administrative report, and in the less serious accidents where no loss of life is involved, this is the only investigation that is conducted. The other type of investigation is conducted by a board in a formal manner and is open to the public. The board consists of

three or more officers. This course is followed in the major casualties and where loss of life is involved. The primary purpose of these investigations is to determine whether there was failure in the structure of the ship or its equipment, or whether there was fault on the part of the ship's personnel. Some interesting legal questions arise from these investigations, many of which require interpretations of the navigation rules."

LEGISLATION

"One of the big legislative projects undertaken by the Legal Division was the preparation of a codification and streamlining of the marine inspection laws administered by the Coast Guard. Several attorneys were assigned on full-time duty to this work and, after about 2 years' effort, have prepared a draft which, I think, is a big step towards a much needed betterment in restating the shipping laws. The draft has been submitted to various organizations of the industry and is now being studied by them. The project has been delayed somewhat because of the uncertainty of the permanent retention of marine in-

spection and navigation functions in the Coast Guard. I may state that the Legal Division also has undertaken the drafting of a bill to consolidate and revise the permanent laws relating to the Coast Guard. This, too, was a large project; it has been completed, cleared by the Navy, and presently is under study by the Treasury Department."

INFORMATION ON VOTING BY MILITARY PERSONNEL

Servicemen who are eligible may vote in the following State elections to be held in June and July by submitting a post-card application for a ballot (USWBC Form No. 1) which may be secured from the ship or station voting officer. Unless otherwise indicated, all elections are primary elections for the nomination of candidates for Congressional offices including United States Senator in some cases. In many States State officials and legislators and local officials are also to be nominated. Post-card applications for ballots should be mailed so they will reach election officials about the time the ballots will be available for mailing.

State	Date of election	Earliest date ballot will be mailed	Date on or before which ballot must be returned to be counted
Alabama.....	4 June ¹	25 May (approximately)	4 June,
Arizona.....	16 July	16 May	16 July.
California.....	4 June	25 Apr.	20 June.
Iowa.....	3 June	9 Apr.	2 June.
Maine.....	17 June	15 May	17 June.
Maryland.....	24 June ²	15 Apr.	24 June.
Nebraska.....	11 June	2 May	5 July.
New Mexico.....	4 June	1 May	3 June.
North Dakota.....	25 June	1 June	25 June.
Oklahoma.....	2 July ³	12 July	2 July.
South Dakota.....	4 June ⁴	15 May	20 Aug.
Utah.....	9 July	15 June	4 June.
Vermont ⁵	13 Aug.	25 June	9 July.
Virginia.....	11 June ⁶		13 Aug.
Washington.....	9 July	26 May	3 Aug.

¹ Run-off primary, if necessary.

² Applicants must be registered.

³ Constitutional amendments or initiative or referendum measures are also to be voted on.

⁴ Address applications to county or city auditor or town clerk.

⁵ Applications for ballots will be received at any time, election includes State and county officers, except Justices of the peace and representatives to the general assembly.

⁶ Municipal election.

COMMODORE WEBSTER HEADS UNITED STATES DELEGATION TO INTERNATIONAL RADIO MEETING

Commodore Edward M. Webster, USCG, who recently completed a term

as president of the Interdepartmental Radio Advisory Committee, headed the United States delegation at the International Conference on Radio Aids to Marine Navigation, which took place in London from May 7 to 22. He was accompanied by Capt. C. H. Peterson,

Capt. L. M. Harding, Commander Guy L. Ottinger, and Lt. Comdr. Arthur L. Budlong. Purpose of the conference was to share information on radio aids to navigation work throughout the world, and to discuss international standardization of marine radio navigational aids. It was an assembly of United Nations' experts to coordinate international efforts in radar, Loran, and other new radio aids to navigation systems developed during the war years, with emphasis on the field of electronics.

Invited to the conference by the British Foreign Office were representatives of the following countries: Australia, Belgium, Canada, Denmark, Eire, Finland, France, Greece, Holland, India, Italy, Newfoundland, New Zealand, Norway, Poland, Portugal, South Africa, Spain, Sweden, the U. S. A., the U. S. S. R., and Yugoslavia.

The United States delegation included representatives of the Federal Communications Commission, War and Navy Departments, the Coast and Geodetic Survey, the Civil Aeronautics Administration, National Federation of Shipowners, and the Lake Carriers' Association, State Department, Maritime Commission, and War Shipping Administration.

In London discussions and demonstrations of equipment took place, covering the following subjects: Radar, radar beacons, corner reflectors, shore based radar and ship-shore radio telegraphy; position fixing systems; international standardization with special reference

to frequency allocation; future trends of development; and meetings with manufacturers of navigational aids.

MARINERS' MUSEUM IS PLANNING AN AIDS TO NAVIGATION DISPLAY

A display of material illustrating the history of lighthouses and other aids to navigation in the United States is being prepared by the Mariners' Museum, Newport News, Va., and is expected to be opened about September 15. The Mariners' Museum, which has one of the largest collections of nautical material in the entire country, has displayed for several years many objects illustrative of navigational aids. The exhibit which is about to open will include much material recently assembled and not before shown to the public.

FOUR NEW CUTTERS ADDED TO FLEET

Three new 65-foot tender-class cutters, which are being constructed for the Coast Guard by the Dubuque Boat & Boiler Co., Dubuque, Iowa, were launched on May 28. At the time of launching, the vessels were in an advanced state of completion, and delivery to the Coast Guard was scheduled for June 30.

The 255-foot cutter *Klamath*, being built by the Western Pipe & Steel Co., San Pedro, Calif., was given preliminary acceptance trials on May 14, with final delivery scheduled for May 25.

Training schools for coast guard enlisted personnel

School	Location	Weeks	Special qualifications	Convening dates
Aerographer's Mate (Advanced). Aids to Navigation.....	NTS, NAS, Lakehurst, N. J. CGTS, Groton, Conn.	16 21	Chief and first-class AerM. MM, MoMM, and EM, other ratings if qualified by mechanical ability or experience.	13 June. 3 Oct. 1 July and every 7 weeks thereafter.
Aviation Machinist's Mate.	CG Air Station, San Diego, Calif.	20	Second-class petty officers or below. High-school graduates. Maximum age 28 years. Physical requirements combat aircrewmen.	Varies.
Aviation Medical Technician.	NAS, Pensacola, Fla..	12	PhM any class. Typing. Physical requirements combat aircrewmen.	1 Aug.
Aviation Radioman.....	CG Air Station, San Diego, Calif.	10	RM2c or 3c with 6 months' sea duty or tour of foreign duty. Maximum age 28 years. Physical requirements combat aircrewmen.	17 June and every 4 weeks thereafter.

Training schools for coast guard enlisted personnel—Continued

School	Location	Weeks	Special qualifications	Convening dates
Electrician's Mate (Telephone) (Advanced). Loran Maintenance	CGTS, Groton, Conn.	10	EM (Tel).....	24 June and every 10 weeks thereafter.
Loran Operator (Radarman (L)). Motor Machinist's Mate.	do	8	ETM any class.....	15 July and every 4 weeks thereafter.
Pancake Diesel (A/S Rescue). Pharmacist's Mate	do	3	Nonrated men with high hand/eye coordination.	24 June and every 3 weeks thereafter.
Radarbeacon Maintenance. Radioman	Naval Ship Yard, New York. CGTS, Groton, Conn.	12	Nonrated men.....	To be announced.
Radio Matériel (Basic) (Electronic Technician's Mate).	do	3	MoMM above third class	24 June and every 3 weeks thereafter.
Refrigeration	NOB, Norfolk, Va.	12	Nonrated men with rated experience.	To be announced.
		4	ETM any class.....	Varies.
		24	Nonrated men with minimum score of 55 on the speed of response test.	17 June and every 4 weeks thereafter.
		16	Nonrated men with radio experience or mechanical and electrical aptitude.	17 June and every 4 weeks thereafter.
		4	MoMM or MM any class.	10 June and every week thereafter.

CHANGES IN ASSIGNMENTS

Rear Adm. Edward D. Jones from commander Eastern Area to home pending retirement, effective 27 May 1946.

Rear Adm. Edward H. Smith designated commander Eastern Area in addition to present duties as commander Third Coast Guard District, effective 27 May 1946.

Capt. John Rountree from Ninth Coast Guard District to headquarters (temporary duty pending further assignment).

Capt. Donald C. Jacobs from First Coast Guard District to section Coast Guard officer, Portland, Maine.

Capt. Niels S. Haugen from AP-121 to Thirteenth Coast Guard District (temporary duty pending further assignment).

Capt. George C. Caristedt from captain of the port, Baltimore, to headquarters (temporary duty pending further assignment).

Capt. Carl E. Guisness from Twelfth Coast Guard District, to U. S. Naval Hospital, Oakland, Calif.

Capt. Kenneth P. Maley from Eighth Coast Guard District to Coast Guard Air Station, Mayport, Fla., for 2 or 3 months' duration.

Capt. Earl K. Rhodes temporary duty at headquarters (Communications Division) made permanent.

Capt. William W. Kenner from Philippine Sea Frontier to headquarters (temporary duty pending further assignment).

Capt. Charles W. Harwood from Coast Guard headquarters (Office of Opera-

tions) to Coast Guard headquarters (Office of Personnel).

Capt. Benjamin C. Thorn from Coast Guard Yard to home pending retirement.

Capt. Dwight A. Chase designated Acting Chief, Civil Engineering Division at headquarters.

Capt. Lawrence M. Harding designated Acting Chief, Electronics Engineering Division at headquarters.

Capt. Frank E. Pollio from headquarters to home pending retirement.

Capt. Alexander L. Ford designated Chief of Staff, Second Coast Guard District.

Capt. Carl H. Hilton from *General Hedges* to Seventh Coast Guard District (temporary duty pending further assignment).

Commander William W. Childress to First Coast Guard District for finance duties.

Commander Samuel L. Denty from Third Coast Guard District to Merchant Marine Hearing Unit, Eighth Coast Guard District.

Commander George W. Holtzman from PF-63 to Coast Guard Training Station, Groton, Conn.

Commander Frederick A. Edgecomb from Eleventh Coast Guard District to home pending retirement.

Commander Stewart P. Mehlman from Thirteenth Coast Guard District to home pending retirement.

Commander Hollis M. Warner from U. S. S. *General Hedges* to Coast Guard Training Station, Alameda, Calif.

Commander George W. Huddon from AP-124 to C. G. C. *Modoc* as commanding officer.

DETROIT
JUL 1 1946

Commander Quentin Greeley from Fifth Coast Guard District to captain of the port, Norfolk, Va.

Commander H. F. Stofl from C. G. C. *Haida* to PF-62 as commanding officer.

Commander Irwin D. Weston from AP-121 to Thirteenth Coast Guard District for further assignment to engineering duty.

Commander Clifford R. MacLean from Coast Guard Training Station Alameda, Calif., to C. G. C. *Minnetonka* as commanding officer.

Commander Leonard T. Jones from Coast Guard headquarters to Commander Naval Forces Europe (Senior Coast Guard Merchant Marine Detail Officer).

Commander Chester L. Jordan from *Big Horn* to Coast Guard Receiving Station, Boston, Mass.

Commander Frank J. Bennett from headquarters to home pending retirement.

Commander George A. Piper from Third Coast Guard District to Coast Guard Operating Base, Staten Island, for engineering duty.

Commander Searcy J. Lowry from AKA-62 to Fifth Coast Guard District (temporary duty pending further assignment).

Commander Richard M. Ross from headquarters to Third Coast Guard District made permanent. Aids to Navigation officer.

Commander William P. Hawley from Coast Guard Receiving Station, New York, to headquarters (temporary duty pending further assignment).

Commander Arthur G. Morrill from AKS-18 to headquarters (temporary duty pending further assignment).

Commander Hubert R. Chaffee from AP-121 to Coast Guard Receiving Station, New York, for temporary duty for further assignment to engineering duty.

Commander Oscar C. Rohnke from Coast Guard headquarters (Communication Division) to Coast Guard Headquarters (Shore Units Division).

Commander Frank K. Johnson from U. S. S. *General Weigel* to Twelfth Coast

Guard District (temporary duty pending further assignment).

Commander Oliver A. Peterson from Coast Guard headquarters to Eleventh Coast Guard District as Assistant Aids to Navigation Officer.

Commander Elmer E. Comstock, Twelfth Coast Guard District as Assistant Aids to Navigation Officer.

Commander Clarence N. Daniel, Philippine Sea Frontier to Coast Guard headquarters (Aids to Navigation Division).

INACTIVE DUTY ORDERS

Commander (R) Juan M. Ceballos.

RETURNED TO INACTIVE DUTY ON THE RETIRED LIST

Commander Fletcher W. Brown.
Commander Clarence M. Speight.

RETIREMENTS

Admiral Russell R. Waesche, 1 January 1946.

Rear Adm. Lloyd T. Chalker.

Rear Adm. Frank J. Gorman, 1 July 1946.

Rear Adm. Charles A. Park.

Commodore Frederick P. Dillon.

Capt. Norman R. Stiles, 1 April 1946.

Capt. Chester H. Jones, 1 August 1946.

Capt. George W. Cairnes, 1 August 1946.

Capt. Edward C. Merrill.

Capt. Roscoe House.

Capt. Ralph R. Tinkham.

Capt. Sigval B. Johnson.

Capt. Irving L. Gill.

Capt. Lester E. Wells.

Commander Jacob Rosenburg, 1 July 1946.

Commander Walter G. Will, 1 May 1946.

DEATHS

Rear Adm. William F. Towle, 3 May.
Commander Irwin B. Steele, 21 April.

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